# **South Carolina Board of Economic Advisors Statement of Estimated State Revenue Impact**

**Date:** April 23, 2008 **Bill Number:** H.B. 4863

Author: McLeod, Funderburk, J.H. Neal, Herbkersman, Clyburn and Cobb-Hunter

Committee Requesting Impact: House WM

### **Bill Summary**

A bill to enact the "County Transportation Committee Enhancement Act of 2008" including provisions to amend Section 12-28-2740, as amended, Code of Laws of South Carolina, 1976, relating to the allocation and uses of motor fuels user fees credited to the County Transportation "C" Fund, so as to require a portion of a county's "C" fund revenues to be used for public transit needs, to require representation of public transit stakeholders on the county transportation committee, and revise the allocation percentage on the uses of a county's "C" fund revenues; and to amend Section 12-28-2750, relating to the uses of the revenues of the user fee on motor fuels, so as to steer additional revenues of this user fee to the County Transportation "C" Fund.

#### **REVENUE IMPACT 1/**

This bill is expected to raise allocations to the County Transportation 'C' Fund by \$83,243,375 and, conversely, reduce revenue earmarked to the State Highway Fund within SCDOT by an offsetting amount of \$83,243,375 in FY 2008-09. It would not impact state General Fund revenue.

## **Explanation**

Effective July 1, 2008, this bill revises allocation and use of motor fuel user fees credited to the County Transportation "C" Fund (CTC) to include requiring a portion be used for public transit. The percentage of a county's "C" fund revenues to be expended for county road-related projects was reduced from 75% to 50% with offsetting allocation of 25% designated as a new share for public transit expenditures. Additionally, it changes language in Section 12-28-2750 so as to redirect all proceeds from the State Highway Fund (SHF) within the S.C. Department of Transportation (SCDOT) to the CTC Fund other than the first \$18 million of fuel user fees specifically allocated to the State Non-Federal Aid Highway Fund (SN-FH) within SCDOT.

Based on the most recent apportionment data provided by SCDOT, we expect this bill would raise allocations to the CTC Fund by \$83,243,375 in FY 2008-09. This total amount is allocated as follows: Public (or mass) Transit, \$37,906,375; County Road projects, \$24,525,969; and State Road projects, \$20,810,781. Conversely, funds allocated to the SHF would be reduced by \$83,243,375 in FY 2008-09 as a result of the shift in use under Section 12-28-2750. This bill would have no impact on state General Fund revenue in FY 2008-09. The attached schedule provides a distribution of CTC Fund estimates by respective county.

Analyst: Di Biase

/s/ William C. Gillespie
William C. Gillespie, Ph.D.

Chief Economist

<sup>&</sup>lt;sup>1/</sup> This statement meets revenue impact requirements of Section 2-7-71 for a state impact by BEA, Section 2-7-76 for a local impact or Section 6-1-85(B) for an estimate of the shift in local property tax incidence by Office of Economic Research (OER).

# STATE SECONDARY "C" FUNDS PROGRAM ESTIMATED APPORTIONMENT OF FUNDS FOR FISCAL YEAR 2008-09

Working Paper BEA/04/23/08/mgd

Second   S	ESTIMATED APPORTIONMENT OF FUNDS FOR FISCAL YEAR 2008-09																				
County   A   Section   A   S			\$154 6 Mil Tatal Par CTOFA (1) 4000									\$68 4 Millio	n Page CTC	1/							
ASEA   FOPULATION   RURAL FORCE   FORCE   Cash Flow   Same   Sam								APPORTIONMENT									Not Change II 4962 O			1	
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Allerschiel 408 1.35 11.211 0.26 549 0.56 0.66 0.86 0.86 0.716.981 0.303.979 1.323.985 1.353.985 1.851.980 1.47.022 1.441.086 0.85.83.00 1.779.78 1.310.285 1.325.985	Aiken	1,073	3.56																		
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Bernwell 540 145 23,478 0.59 138 14,174 800,074 973,96 1774,078 443,05 8 887,08 120,014 140,01	Bamberg			16,658	0.42	681	1.18	0.97	663,309												
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Semble 197   108   13,186   13											5,170,430	1,292,607	1,292,607	2,585,215	582,960						
Chester   Ches												341,157	341,157	682,315	153,860	461,581	58,426				
Chesterfield 98 1 83 2 4.080 105 896 172 149 19.044 1.207.055 2.198.570 549.642 10.99.285 247.886 743.686 99.132 301,756 35.527 579.446 11.005.24 149.09.105 11.005.24 149.												1,614,812	1,614,812	3,229,623	728,272	2,184,817	276,552				
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Kershaw   726   2.41   52,647   1.31   1.390   2.4   2.04   1.395,000   1.698,160   3.093,160   7.73,290   7.73,290   7.73,290   1.546,580   348,750   30.4,302   348,750   30.4,302   348,750   30.4,302   348,562   370,432	Jasper	654	2.17	20,678	0.52	622	1.08	1.26													
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\$1,025,000   \$37,900,375   \$57,812,750   \$17,025,000   \$37,906,375   \$57,812,750   \$17,025,000   \$37,906,375   \$20,810,781   \$24,525,969   \$37,906,375   \$37												-					Marie Control of the				York
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															Total Gurre	III Law = \$/4,8	074,208 17	I otal F	1.4863 = \$83,2	43,125	

<sup>1/:</sup> For current law basis this analysis allocates mass transit in same proportion as for "C' funds. It excludes yearly Donor Bonus (DB) of \$9.5 Million from DOT under Section 12-28-2740(G). If DB proceeds are included, then total available for Mass Transit = \$53,898,208 Source: Board of Economic Advisors (BEA) as compiled from most recent CTC formula data provided by SCDOT.

File: H4863\_08S\_County C Fund & Mass Transit\_WP